

MARCH
1951

BUFFALO — SOGES CONVENTION CITY
APRIL 18 TO 21, 1951—HOTEL STATLER

Beginning with Standard Elevator at lower left (5 million bus.) and going clockwise, plants in central cluster are Perot Sons Malting Co. (850,000 bus.), International Mill, Lake & Rail Elevator (4 4/5 million bus.), Marine Elevator (2 1/5 million bus.), American Elevator (3 1/4 million bus.), Russell Miller Mill, Cargill Electric Elevator (7 3/5 million bus.). In background are Continental Grain Company's Concrete-Central Elevator (4 1/2 million bus.) and Allied mills. At right, Cargill Superior Elevator (3 1/4 million bus.)

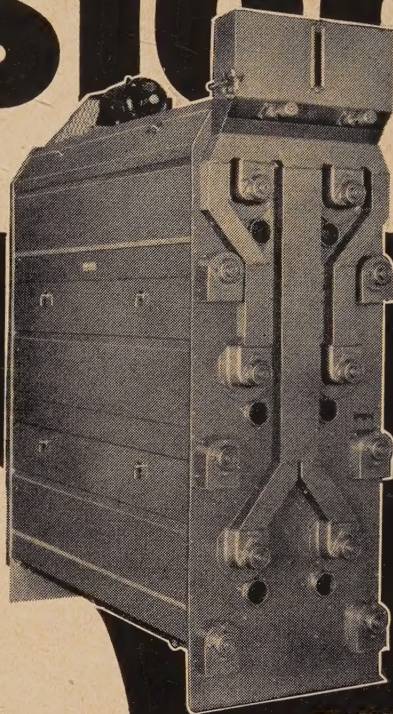
Grain

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

GRADING OR SEPARATING Precision



No. 511

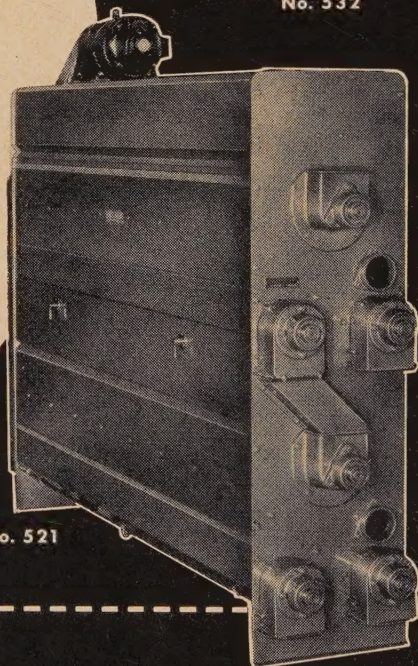


No. 532

You can count on Carter Precision Graders for positive accuracy in your thickness grading and separating operations. Learn what is being accomplished in the uniform thickness grading of barley, oats, rye, wheat, etc. One of the important features is the easy and economical changing of cylinder shells when different gradings are required. Experience is proving that these hardened cylinder shells are exceedingly durable. Carter Precision Graders meet the requirements of all sizes of plants. They are available in 3 sizes . . . for direct motor drive, or line-shaft drive. Write today for complete information.

HART-CARTER CO.

685 NINETEENTH AVENUE N. E.
MINNEAPOLIS 18, MINNESOTA



No. 521

Carter

PRECISION GRADERS

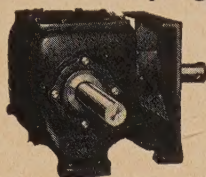


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for BUCKET elevating
and SCREW conveying



HELICOID CONVEYOR

Made in all standard sizes. Also in special diameters and gauges of flight.



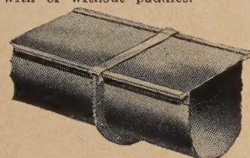
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BOX ENDS

Greatest improvement in
Screw Conveyor drives. Interchangeable with all old styles.



SECTIONAL FLIGHT

Self-supporting flights with uniform pitch and diameter in all sizes. Also ribbon, cut-flight, etc., with or without paddles.



CONVEYOR BOXES
With exclusive Hammond "U" edging and cover clamps.



FAMOUS NU-HY
BUCKET

Delivers highest possible capacities of grain and granular materials.



END THRUSTS

Largest line of ball and roller bearing end thrusts with fabricated box ends.



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Efficient design that offers minimum resistance to flow of material.

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BUCKET
BOLTS
All Types



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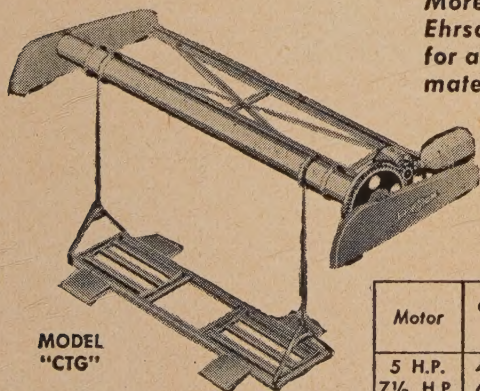
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EHRSAM truck lifts speed up unloading ... safely!

The Ehrsam Model "CTG" lifts more weight than any other lift of the same horsepower. Ehrsam engineering and construction is your guarantee of strength and dependability.



MODEL
"CTG"

More profits with
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for all grain and
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MADE IN
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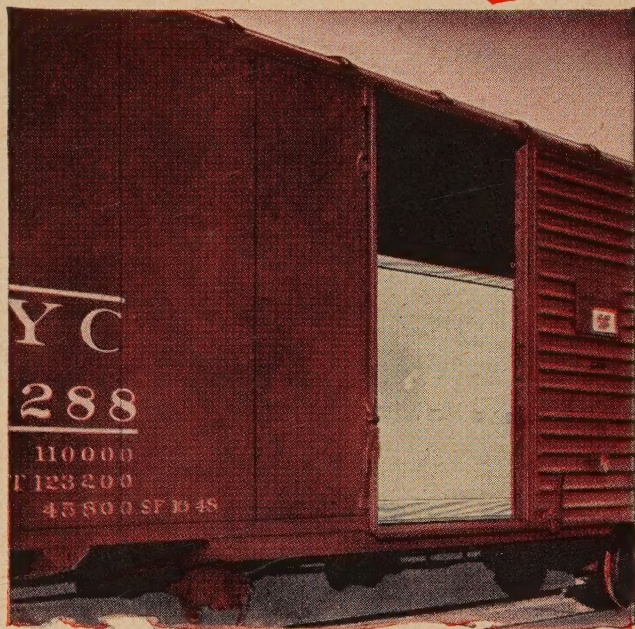
Motor	Cradle Lift	Cradle Speed Per Minute
5 H.P.	4 Tons	20 Ft.
7½ H.P.	6 Tons	20 Ft.
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THE J. B. & SONS
MFG. CO.
ESTABLISHED 1872 ENTERPRISE, KANSAS, U.S.A.

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TO GRAIN DOOR PROTECTION ...
one-piece
SIGNODE GRAIN DOORS ... A
one man
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Signode One-Piece ... One-Man Grain Doors are light enough for one man to handle. Only two doors are used to a car—not 12! They speed loading and unloading. Cars are easily and quickly cleaned.

Signode One-Piece ... One-Man Grain Doors are made of strong steel strapping, scientifically spaced between laminations of heavy, water repellent kraft liner board. They provide positive seal because weight of load seals sides and bottom flap. Height, 6 ft. Weight, 14 lbs.

AAR Approved

See AAR Pamphlet 36, Revised. We'll send you a copy, and full information about Signode Grain Doors.



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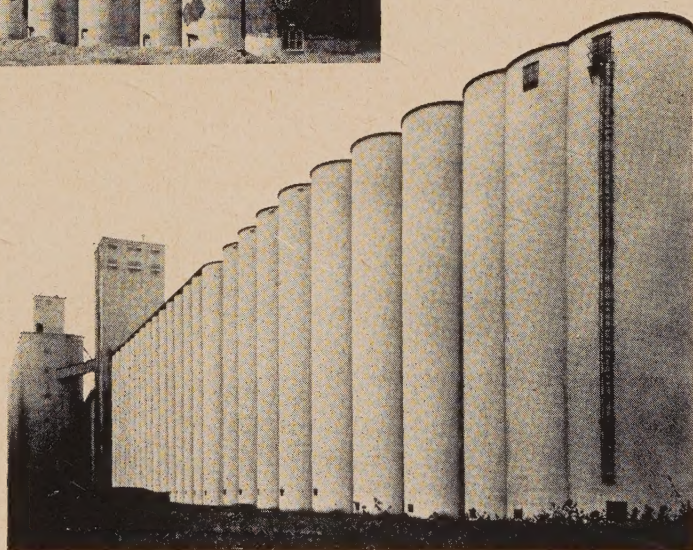
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Protecting America's Grain... **by Repairing and Waterproofing** **GRAIN ELEVATOR CONSTRUCTION**



BEFORE

Shows job before our treatment. Random repairs like those shown had no practical value. We began with basic repairs.



COMPLETED

Here you see the decorative and light reflecting finish. Under this is our pliable type of waterproofing.



Complete Contract Service . . . HORN tested materials . . .
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54th ANNIVERSARY

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CHEMICAL
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MEMBERS OF BUFFALO SOGES CHAPTER MEET TO DISCUSS CONVENTION PLANS

Front Row (left to right): Jack Kitching, GLF Exchange, Inc.; Earl Hoople, Cargill, Inc.; Roy Zimmerman, Superior Grain Co.; Henry Bowman, Geo. J. Meyer Malt & Grain Co.; Edward Anderson, The Day Co., and Robert Carpenter, Allied Mills, Inc.
 Middle Row: B. P. Hess, Westinghouse Elec. Corp., Pittsburgh, Pa.; Roderick MacRae, Marine Elevator Co.; John Schliar, Howard Iron Works, Inc.; Clarence Goetz, Continental Grain Co.; John Mack, Standard Milling Co.; James Burns, Pillsbury Mills, Inc. and Howard Gunnison, Russell-Miller Milling Co.
 Top row: Charles Hoffman, Cargill, Inc.; John Corry, Frank Winne & Sons; Ray Wagner, Archer-Daniels-Midland Co.; Vincent Corbett, Westinghouse Elec. Corp.; Walter Smith; Albert Krotz; John Lease, Pratt Food Co.; Cornelius (Jersey) Halsted, General Mills, Inc.; Harry T. McKay, Westinghouse Elec. Corp., Chicago, and Arthur Leard, Industrial Supplies.

Semi-Final Draft of Program
22nd ANNUAL MEETING
SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS
Hotel Statler, Buffalo, N. Y.
April 18 to 21, 1951

TUESDAY — APRIL 17

17th Floor Foyer — Hotel Statler

3:30 to 5:00, 7:00 to 8:30 P. M. — Registration

WEDNESDAY MORNING — APRIL 18

8:30 — Registration all day — 17th floor foyer, Hotel Statler.
 — Inspection of labor-saving, hazard-reducing, efficiency-increasing, accident-prevention, economy-producing demonstrations, displays, and exhibits — 17th floor Exhibition Hall.

10:00 Presiding: Ward E. Stanley, Standard Milling Co., Kansas City, Kans. **President SOGES.**

— Executive Meeting of Officers, Directors, Past Presidents, Chapter Presidents and Secretaries — Business Meeting; Election of Officers for 1951-52, et al — Grover Cleveland Room, Mezzanine Floor.

10:45 — Pre-Convention Meeting of Program Participants, Symposiums, Round Tables, Panel and Discussion Leaders and Recorders, Officers, Directors, Buffalo Chapter Convention Committees, et al — Grover Cleveland Room, Mezzanine floor.

11:30 — Adjournment.

WEDNESDAY LUNCHEON

Georgian Room — Mezzanine Floor

12:15 Honoring Founders and Past Presidents

— SOGES Handclapping "Get Acquainted" Circle.

Presiding: Ward E. Stanley

1:30 — Call to Order: Opening Remarks — President Stanley.

— The Queen City of the Great Lakes — Gateway to New England — Welcome You and Yours to Buffalo.
 — Response: Lincoln Scott, Corn Products Refining Co., Argo, Ill., Director, SOGES.
 — The War and Y-O-U! T. Alfred Fleming, Director of Conservation, National Board of Fire Underwriters, New York, N. Y.

WEDNESDAY AFTERNOON

17th Floor Convention Hall

2:30 Presiding: M. M. Darling, The Glidden Co., Indianapolis, Ind. **1st Vice President SOGES.**

— President's Report of Accomplishments — Ward E. Stanley

Presiding: Ward E. Stanley

— Secretary-Treasurer's Report: Dean M. Clark, "GRAIN," Chicago.

— Standing Tribute in Memory of Departed Members:
 507 — Matt A. Sauter, Farmers Union Grain Terminal Assn., Duluth 2-1-'50

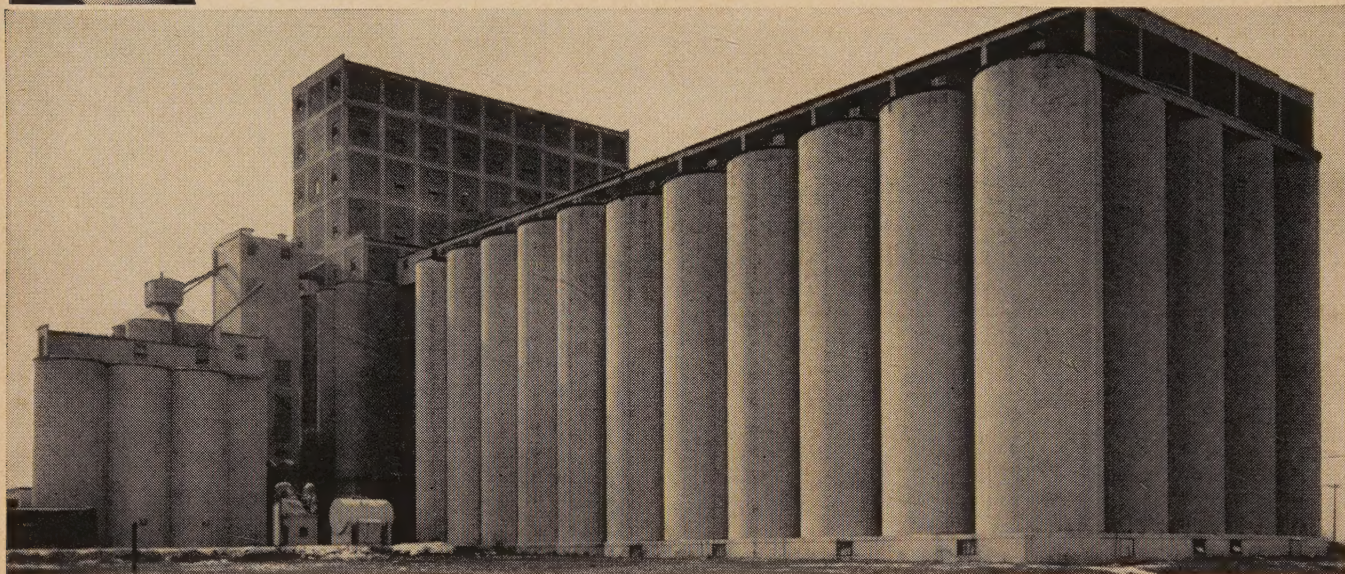
39 — G. Frank Butt, John S. Metcalf Co., Chicago 11-26-'50

448 — Ben J. Many, B. J. Many Co., Inc., Chicago 1-27-'51

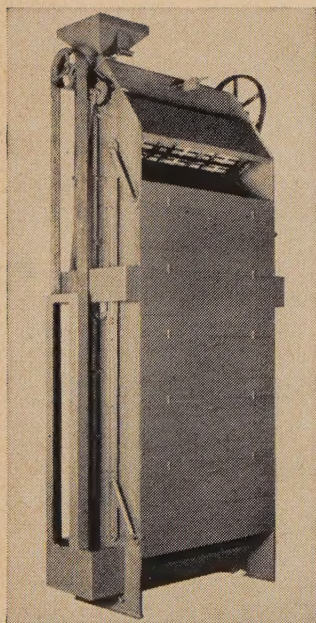


"Archer-Daniels-Midland uses SUPERIOR equipment—here's why"

Says H. K. SACRE, *Superintendent of the ADM Soo Elevator, Minneapolis, Minn.*

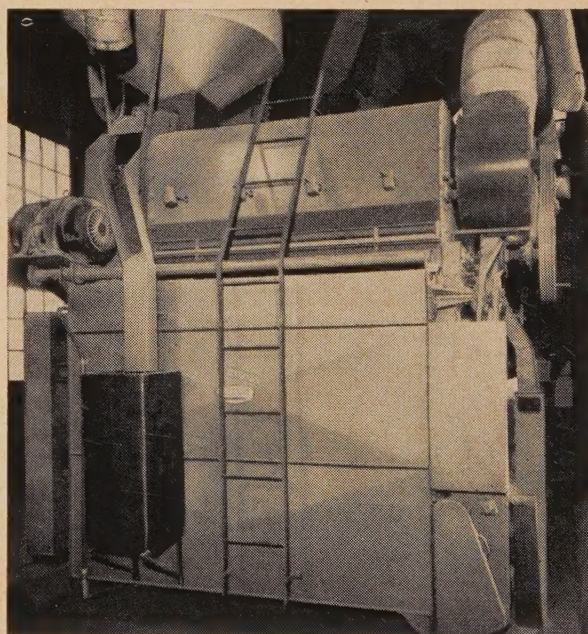


BIG CAPACITY in compact space is one reason ADM uses Superior machines in its Soo Elevator. Superior equipment cleans and grades a large portion of the grain processed in this huge 2,300,000 bushel capacity plant, yet the equipment occupies only 388 square feet of floor space!




← **SUPER ACCURACY** is built into every Superior machine. Ten of these Vertical Width Graders are on the job in the ADM Soo Elevator. Their slotted, stationary screens provide micro-accuracy in grading oats, rye, wheat, barley or durum. Grain moves over the screens entirely by gravity—that means fewer moving parts to get out of adjustment.

FLEXIBILITY is another famous → Superior feature. Superior Cylinder Machines (the Soo Elevator has two of them) can be equipped to clean a wide variety of cereal grains without the necessity of changing indent cylinders... a real time-saver in big-volume plants with high accuracy standards. Large diameter (23-inch) cylinders provide maximum flexibility and accuracy.



AMONG DOZENS OF OTHER LARGE SUPERIOR-EQUIPPED PROCESSORS ARE:

- Van Dusen, Harrington Co.
- Fleischmann Malting Co.
- Froedtert Grain & Malting Co.
- Manitoba Pool
- National Oats
- Saskatchewan Pool
- Ladish Malting

SUPERIOR
SEPARATOR  **COMPANY**
Hopkins Minnesota

2:40 *Chairman: Harry S. Hanson, Glidden Co., Chicago, President Chicago Chapter.*
Vice Chairman: Les Irwin, Searle Terminal Ltd., Ft. William, Director SOGES.
Secretary-Recorder: Donald Hallgren, J. C. Crouch Grain Co., Amarillo

- Car Unloading Committee Report on New Ideas, Inventions, and Methods; Automatic Unloading, Automatic Shoveling, Safety Controls, Car Ventilation, Pit Aspiration, et al; Discussion. Committee members at Head Table are:

Howard Habegger, McMillen Feed Mills, Memphis
 Russell Johnson, Farmers Union Grain Terminal Assn, Superior, Wis.

Harry Erickson, Lauhoff Grain Co., Danville, Ill.

Harry C. Funk, Anderson Elevator & Feed Co., Anderson, S. C.

Elmer Schultz, McMillen Feed Mills, Marion, Ohio
 Ernest Ohman, Osborne-McMillen Elevator Co., Minneapolis

James Mills, Goodrich Bros. Co., Winchester, Ind.

Philip Hackney, Pillsbury Mills, Inc., Wichita, Director SOGES

3:00 **Presiding: Robert R. Bredt, Fruen Milling Co., Minneapolis, Minn. 2nd Vice President SOGES.**

Chairman: W. Frank Weatherby, Galveston Wharves, Galveston

Vice Chairman: J. Bruce Winfield, Canadian Pacific Railway Elevator, Port McNicoll, Ont., Director SOGES

Secretary-Recorder: Herman Kroloff, Allied Grain Co., Phoenix.

- Grain Door Committee Report; Discussion. Committee Members at Head Table are:

Duncan Welte, Ralston Purina Co., Bloomington, Ill.
 Cliff MacIver, Archer-Daniels-Midland Co., Minneapolis

O. B. Duncan, Salina Terminal Elevator Co., Kansas City

Harvey Goodenough, Quaker Oats Co., Cedar Rapids

Lee McGlasson, Fisher Flouring Mills, Seattle

Walter Teppen, Russell-Miller Mfg. Co., Duluth

W. J. Hooper, Farmers Grain Cooperative, Ogden

Vincent Blum, Omaha Elevator Co., Council Bluffs

Henry Anderson, Bunge Corp., Minneapolis

Lloyd Forsell, Albert Schwill & Co., Chicago

Lewis Inks, Quaker Oats Co., Akron, Director SOGES

C. Wallace Clark, Anheuser-Busch, Inc., Springfield, Mo.

3:20 **Presiding: M. M. Darling**

- Sabotage at Your Plant is Your Major Problem (Illustrated)

3:50 **Presiding: Ward E. Stanley**

- Committee Appointments: Safety, Dust Explosion Hazards, Car Unloading, Grain Door, Membership, Auditing, Nominations, Resolutions, et al.

4:00 **Presiding: Robert R. Bredt**

- Handling Bulk Feed and Kindred Products in our Elevator - Jack Kitching, G. L. F. Exchange Elevator, Buffalo

4:10 - Static Electricity - and What We Do About It - Herman Kroloff, Allied Grain Co., Phoenix.

4:20 - Plastic for Prolonging Life of Spouting - Felix Schwandner, Evans Elevator Co., Champaign, Ill.

4:30 - Adjournment

WEDNESDAY EVENING Grand Ballroom, Main Floor

6:00 - President's Reception

6:30 - Dinner (with Ladies)

7:30

Presiding: Ward E. Stanley

- "Korean Starch Dust" - Illustrated Colored Movie and Talk - Lincoln Scott, Corn Products Refining Co., recently from Heijo, Korea

8:30

Presiding: Cornelius H. (Jersey) Halsted, General Mills, Inc., Buffalo. Director SOGES

- President's Annual Ball - (Informal)

THURSDAY MORNING - APRIL 19 17th Floor Convention Hall

8:30 - Registration all day - 17th floor foyer.

9:15

Presiding: Jack Kitching

- Eye Opener - Robert R. Bredt, Fruen Milling Co., Minneapolis

9:25 - Announcements

9:30

ROUND TABLE DISCUSSIONS

Chairman: Vincent Blum, Omaha Elevator Co., Council Bluffs

Vice Chairman: Felix Schwandner, Evans Elevator Co., Champaign

Recorder: Rolla Ladd, The Drackett Co., Cincinnati

- (A) - Corn, Milo, and Kafir Handling, Storing and Drying Symposium: Grading, Handling, Storing, Processing, et al.

Chairman: Dr. John H. Parker, Midwest Barley Improvement Ass'n, Milwaukee

Vice Chairman: Dale E. Wilson, Northwestern Malt & Grain Co., Chicago

Recorder: John Belanger, Manitoba Wheat Pool Elevators, Ltd., Port Arthur.

- (B) - Barley and Malting: Grading, Handling and Storing, Cleaning and Sizing, Malting and Processing, et al.

Chairman: H. L. Heinrikson, Terminal Grain Corp., Sioux City

Vice Chairman: Harry Erickson, Lauhoff Grain Co., Danville, Ill.

Recorder: Harry C. Funk, Anderson Elevator & Feed Co., Anderson, S. C.

- (C) - Housekeeping, Sanitation, and Fumigation Symposium:

10:15 - (A) - Corn & Drying

- (B) - Barley & Malting

Chairman: Robert Bredt, Fruen Milling Co., Minneapolis

Vice Chairman: Claude Darbe, Simonds-Shields-Theis Grain Co., Kansas City, Director SOGES

Recorder: Charles L. Hoffman, Cargill, Inc., Buffalo

- (D) - Personnel Relations; Safety and Accidents; and Human Relations in Industry Symposium:

Training the New Worker

Value of Supervisory Meetings

Hiring and Training Workers

Establishing Work Standards and Incentive Procedures

Negotiating Labor Agreements

Arbitrating Grievances

Manpower Problems

Suggestion Systems

Directing Accident Prevention Programs

Dealing with Housekeeping

Dust Explosion Hazards

11:00 - (A) - Corn & Drying

- (B) - Barley & Malting

- (D) - Personnel Relations

Chairman: Rolla Ladd, The Drackett Co., Cincinnati

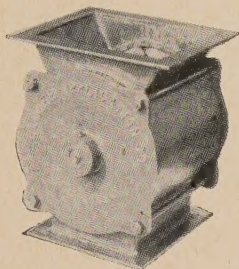
Vice Chairman: Cliff MacIver, Archer-Daniels-Midland Co., Minneapolis

Recorder: Harry Hanson, The Glidden Co., Chicago

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PRESSURE ON
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**PREVENTS
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MARCH
1951

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**THE MAGAZINE OF PLANT
MANAGEMENT AND OPERATION**

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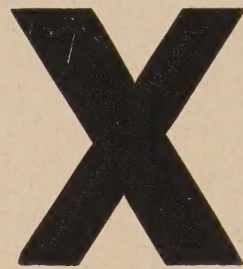
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DUST AND GAS
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**ROBERTSON Explosion
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WILL

Remove the more explosive fine dust from the leg by continuous gravity action

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Release pent-up gases and flames in case of an explosion

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Minimize the possibility of a secondary explosion by continuously venting gases

**ROBERTSON Ventilation
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Inspect your elevator and recommend proper sizes and number of ventilators to secure maximum protection at minimum expense.

Write Now for Details

H. H. ROBERTSON CO.

**Farmers Bank Building
Pittsburgh, Pa.**

- (E) — Soybeans & Flax; Grading, Handling and Storing, Cleaning, Crushing, and Meal Handling, et al.
- 11:45 — Adjournment

THURSDAY LUNCHEON

Chinese Room, Mezzanine Floor

- 12:30 (Honoring First Timers)
- 1:15 Presiding: John Mack, Standard Milling Co., Buffalo.
- Joe Stalin Has Some Ideas for You - - - -
- 1:45 Presiding: M. M. Darling
- Presentation of New Members since Last Convention — Robert Bredt, Chairman, Membership Committee.
- 1:55 — Announcements on Thursday Evening Meeting, Friday's Inspection Trips, et al.

THURSDAY AFTERNOON

17th Floor Convention Hall

- 2:30 ROUND TABLE DISCUSSIONS
- (A) — Corn & Drying
- (E) — Soybeans & Flax
- Chairman: Gilbert P. Lane, Arcady Farms Milling Co., Chicago
- Vice Chairman: Robert Bredt, Fruen Milling Co., Minneapolis
- Recorder: Jack Kitching, G.O.F. Exchange, Inc., Buffalo
- (F) — Feed and Cereal: Analyzing, Handling, Blending, Milling, Packing, et al.
- PANEL
- Elmer Schultz, McMillen Feed Mills, Inc., Marion, Ohio
- Robert Ranney, Ralston-Purina Co., Minneapolis
- Duncan Welte, Ralston-Purina Co., Bloomington, Ill.
- James Mills, Goodrich Bros. Co., Winchester, Ind.
- E. G. Burdick, Happy Mills Div., Arrow Feed & Oil Co., Inc., E. St. Louis, Ill.
- Leon D'Aoust, Land-O-Lakes Creamery, Inc., Minneapolis
- 3:30 — (E) — Soybeans & Flax
- (F) — Feed & Cereal
- Chairman: Henry Bowman, G. J. Meyer Malt & Grain Co., Buffalo
- Vice Chairman: J. Bruce Winfield, Canadian Pacific Railway Elevator, Port McNicoll, Ontario
- Recorder: Ted Musser, Penn R. R. Elevator, Erie, Pa.
- (G) — Truck, Car & Vessel Loading & Unloading.
- Chairman: Henry Anderson, Bunge Corp., Minneapolis
- Vice Chairman: Norman Boadway, Collingwood Terminals, Ltd., Collingwood, Ontario
- Recorder: Ernest Ohman, Osborne-McMillen Elevator Co., Minneapolis
- (H) — Power and Transmission Symposium: Energy Problems, Power Factor Correction, Transmission, Drives, Installations, Belt Slippage, Chain and Wire Rope Maintenance, Repairs, et al.
- Repairs and Maintenance Symposium: Millwright Training, Structural Maintenance, Lubrication and Maintenance of Cleaners, Legs, Conveyors, and other Mechanical Equipment, et al. Elevating and Conveying Symposium: Belt, Chain, Pneumatic and Screw Conveyors, and Elevators and Spouting for Bulk and Sacked Grain Products, et al.
- Chairman: Les Irwin, Searle Terminal, Ltd., Ft. William
- Vice Chairman: Elmer Hapke, Pillsbury Mills, Inc., Minneapolis
- Recorder: Lee McGlasson, Fisher Flouring Mills, Seattle
- (J) — Wheat & Rye Symposium: Grading, Handling and Storing, Cleaning, Processing, and Sick Wheat Problems.
- 4:30 — (F) — Feed & Cereal
- (G) — Truck, Car & Vessel Loading and Unloading

- (H) — Power & Transmission; Repairs and Maintenance, and Elevator and Conveying
- (J) — Wheat and Rye
- 5:30 — Adjournment

THURSDAY EVENING

17th Floor Convention Hall

- 7:30 — Continuation of desired Panel Discussions
- Committee Meetings:
 - Safety Committee: Herbert A. Straley, Chairman
 - Dust Explosion Hazards Committee: David K. Milligan, Chairman
 - Car Unloading Committee: Harry S. Hanson, Chairman
 - Grain Door Committee: Frank Weatherby, Chairman
 - New Membership Committee: Robert R. Bredt, Chairman
 - Auditing Committee: John Goetzinger, Chairman
 - Nominations Committee: Paul Christensen, Chairman
 - Resolutions Committee: Henry J. Anderson, Chairman
- Chapter Officers, Directors and Committeemen's Conference.
- Chairman: Andrew J. Olson, Cargill, Inc., Kansas City
- Vice Chairman: Robert Ranney, Ralston-Purina Co., Minneapolis
- Recorder: Harry S. Hanson, The Glidden Co., Chicago
- PANEL
- C. H. Halstead, General Mills, Inc., Buffalo
- Vincent Blum, Omaha Elevator Co., Council Bluffs
- Lee McGlasson, Fisher Flouring Mills, Seattle
- M. M. Darling, The Glidden Co., Indianapolis
- Percy C. Poulton, N. M. Paterson & Sons, Ltd., Ft. William
- Ralph E. Garber, Enid Elevator Corp., Enid

FRIDAY MORNING — APRIL 20

Postman's Holiday

- 8:00 — Educational Exhibits — 17th Floor — Exhibit Hall
- Plant tours by taxi to: (one or more)
- Frontier Elevator — C. H. "Jersey" Halsted, Superintendent
- General Mills Flour Mill
- General Mills Cereal Mill
- G. L. F. Elevator — Jack Kitching, Superintendent
- G. L. F. Feed Mill
- Selected soybean, flaxseed, malt, or other plants.
- Arrange with Buffalo Chapter Members, or SOGES Registration Desk for any other plants you may wish to visit. (Taxi drivers know location of all plants.)
- 12:00 — Leave Delaware Avenue side of Hotel Statler by chartered bus for 12-mile trip to fabulous, world's largest motor manufacturing plant, operated by Westinghouse Electric Corp., at Cheektowaga, N. Y.

FRIDAY AFTERNOON

- 12:30 — Assemble, and check coats and hats in Westinghouse Assembly Room.
- Welcome and Explanation: L. R. Botschai, General Manager, Westinghouse Electric Corp., Cheektowaga, N. Y.
- Presiding: Jack Kitching
- 12:45 — Luncheon in Plant Lunch Room; courtesy Westinghouse Electric Corp.
- 1:30 — Tours of six persons each escorted by qualified, experienced engineer to answer your electrical questions.
- 3:15 — Reassemble in Westinghouse Assembly Room for "Questions and Answers" period, conducted by Harry T. McKay, Westinghouse Electric Corp., Chicago, and Panel of Divisional Heads.

3:45 — Chartered Buses to General Brock Hotel, Niagara Falls, Ont.

5:30 — Reception — General Brock Hotel.

FRIDAY EVENING

6:30 — Dinner (with Ladies), Horse Shoe Room, General Brock Hotel

Presiding: Leslie Irwin, Searle Terminal, Ltd.

Ft. William, Director SOGES

7:30 — Take It Easy — R. B. Morley, Industrial Accident Prevention Associations, Toronto.

8:15 — Niagara Falls at Night (multi-colored illumination).

9:00 — Chartered buses to Hotel Statler.

SATURDAY MORNING

17th Floor Convention Hall

Presiding: M. M. Darling

9:15 — Our 1950 SOGES Safety Record Shows Progress: Herbert A. Straley, Chairman Safety Committee, Port Authority Terminal, Brooklyn.

Chairman: Herbert A. Straley, Port Authority Terminal, Brooklyn

Vice Chairman: Claude Darbe, Simonds-Shields-Theis Grain Co., Kansas City

Recorder: C. Wallace Clark, Anheuser-Busch, Inc., Springfield, Mo.

— Safety and Accidents; and Human Relations in Industry Symposium:

Presiding: Robert R. Bredt

10:00 — Recorder's Reviews of Round Table Discussions, followed by Questions and Answers (Chairmen and Vice Chairmen at Head Table).

— Car Unloading Committee — Donald Hallgren

— Grain Doors Committee — Herman Kroloff

— (A) — Corn & Drying — Rolla Ladd

— (B) — Barley & Malting — John Belanger

— (C) — Safety & Accidents, et al — Charles L. Hoffman

— (D) — Personnel Relations

— (E) — Soybeans & Flax — Harry Hanson

— (F) — Feed & Cereal — Jack Kitching

— (G) — Truck, Car & Vessel Loading & Unloading — Ted Musser

— (H) — Power & Transmission, et al — Ernest Ohman

— (J) — Wheat & Rye — Lee McGlasson

11:25 — Announcements.

11:30 — Adjournment. Take Bus, or Taxi to George J. Meyer Malt & Grain Co., 1314 Niagara St., Buffalo, for Lunch and Plant Inspection Tour, Courtesy, George Fraenheim, President; Ed. E. Fraenheim, Jr., Vice President, and Henry Bowman, Superintendent.

SATURDAY AFTERNOON

17th Floor Convention Hall

Presiding: Ward E. Stanley

3:00 — Committee Reports: New Membership, Dust Explosion, Safety, Auditing, Resolutions, Car Unloading, Grain Door, Nominations, et al.

— 1952 Convention: Discussion on Program, Location, Concurrent Programs for Feed, Soybean, Malt Plant Superintendents, etc.

— Business Meeting (Attended by Voting Members Only).
Unfinished Business
New Business
Election of Directors

3:30 — Adjournment

3:45 — 1951-52 Directors' Meeting, including Past Presidents and Chapter Presidents and Secretaries.

SATURDAY EVENING

Grand Ballroom, Main Lobby

Presiding: John M. Schliar, Howard Iron

Works, Buffalo, Chairman SOGES Associates Committee

5:00 — Associates' Reception

6:30

Presiding: Ward E. Stanley

— Annual Banquet — Grand Ballroom, Main Lobby

7:45 — Annual Presentation of Safety Awards, Herbert A. Straley, Chairman Safety Committee.

8:15 — Annual Presentation of New Membership Championship Award — Robert R. Bredt, Chairman, New Membership Committee.

8:20

Presiding: John M. Schliar

— Entertainment — Courtesy S.O.G.E.S. Associate Members.

— Dancing — Music Courtesy of S.O.G.E.S. Associate Members.

— Corsages: Courtesy Russell B. Maas, Ed. P. Escher, Screw Conveyor Corporation, Hammond, Indiana.

PROGRAM FOR LADIES

Wednesday, April 18

8:15 A. M. 35 Ladies (Reg. Tickets Nos. 1-35 only) to assemble at Delaware Ave. entrance of Hotel Statler. Bus will take them to the Hotel Lenox for breakfast club radio broadcast sponsored by Station WBEN. After the broadcast the bus will return the ladies to the hotel.

This breakfast club broadcast is very popular, perhaps due to the fact that both audience and radio staff have a lot of fun. The music is provided by Nelson Selby at the organ and the romantic vocalizations of "Buffalo's Bashful Baritone," Harry Schad.

Co-Emcees Ed Dinsmore and John Corbett handle the table interviews and chats with guest stars, and the fun stems from games in which contestants participate.

Women are selected from the audience for the competition, and winners and losers receive costume jewelry, household gadgets and other prizes. Sometimes a contestant may be asked to sing a song with Harry, identify a certain melody or guess the name of a famous person.

The fast-moving variety show is given a personal touch by the good-natured jokes the performers pull on each other.

12:30 P. M. Starting at 12:30 P. M. the bus will pick up 40 ladies and take them to the General Mills Cereal Plant for luncheon and a tour of the plant. The bus will immediately return and pick up the next group of 40 until all ladies are conveyed to the plant. After the tour they will all be returned to the Statler.

6:00 P. M. Reception in Niagara Room, lower lobby, Hotel Statler.

6:30 P. M. Dinner in Niagara Room, lower lobby, Hotel Statler.

Thursday, April 19

8:15 A. M. 35 Ladies (Reg. Tickets Nos. 36-70 only) to assemble at Delaware Ave. entrance of Hotel Statler. Bus will take them to the Hotel Lenox for breakfast club radio broadcast sponsored by Station WBEN. After the broadcast the bus will return the ladies to the hotel.

12:30 P. M. Luncheon and Floor Show sponsored by The Day Company at one of Buf-

Evening

falo's most beautiful restaurants — The Chez Ami. This restaurant is within walking distance of the hotel. Purposely left open for the ladies to shop in Buffalo's large department stores and lovely dress shops. Credit cards for any department store will be issued to any lady upon request.

Friday, April 20

8:15 A. M. 35 Ladies (Reg. tickets Nos. 71-105 only) to assemble at Delaware Ave. entrance of Hotel Statler. Bus will take them to the Hotel Lenox for breakfast club radio broadcast sponsored by Station WBEN. After the broadcast the bus will return the ladies to the hotel.

12:00 P. M. All ladies will assemble at the Delaware Ave. hotel entrance and board buses for sightseeing trip of Buffalo. They will then proceed to the Na-

tional Biscuit Company's Shredded Wheat Plant in Niagara Falls for luncheon and a tour of the plant. After the tour the buses will pick up all the ladies for a sightseeing trip of Niagara Falls. They will then cross the Rainbow Bridge and enter into Canada, alighting at the General Brock Hotel. The ladies will then have time to do shopping in Canada.

6:00 P. M. Dinner at the General Brock Hotel with the men. The rest of the evening can be spent enjoying the beautiful sight of the Falls illuminated at night.

10:00 P. M. The buses will return to the hotel.

Saturday, April 21

6:00 P. M. Reception in Hotel Statler Ballroom.

7:00 P. M. Dinner dance and entertainment in Ballroom.

Results of 1950 Safety Contest

S EVEN of eight plants operated by Van Dusen-Harrington Co. in Minneapolis, as well as the company's elevator in Omaha and Globe Elevator in Duluth came through the 18th Annual Safety Contest conducted during 1950 by the Society of Grain Elevator Superintendents without a single accident or chargeable injury. So reports Herbert Straley, Superintendent of the Port Authority Terminal Elevator in Brooklyn, N. Y., Chairman of the SOGES Safety Committee.

Competing as they did with many other grain handling and processing plants from coast to coast, the Van Dusen-Harrington elevators contributed greatly to the Society's enviable record.

The safety efforts of all 28 winning plants are to be fittingly recognized at the Society's 22nd Annual Convention to be held in Buffalo, April 18-21 at the Hotel Statler, as well as awarded commemorative gold loving cup trophies.

This is over twice as many cups as have ever been awarded before in this contest and the Safety Committee is hopeful that the 1950 record will mark the beginning of the first of a number of accident-free years of work among all Safety Contest participants.

Contusions of backs and wrists headed the causes of lost time, followed by ankle sprains, cuts and bruises. One of the biggest causes of accident and injuries resulted from cars improperly prepared before loading with grain and grain products. Steel strapping, boards, protruding nails, and improperly affixed car doors were responsible for many very serious injuries, and in some cases complete loss of employment due to the resultant injuries.

"Too great emphasis can not be placed upon removing all extraneous metal from the floor, side walls and ends of all cars to be loaded", Mr. Straley asserts, "as well as the hammering down of all protruding nails. Any shipper who does not properly prepare a box car for loading is a potential murderer . . . the life of one man and the leg of another lost in 1950 is grim testimony to the unthinking carelessness of others."

The frequency rate is much lower than last year, although the severity rate is higher.

THREE YEAR COMPARISON

	1950	1949	1948
Total Man-Hours Worked	5,235,720	4,513,126	5,519,948
Total Lost Time Accidents	102	139	132
Total Lost Time Days	9,721	4,171	17,078
Frequency Rate	19.48	30.79	23.91
Severity Rate	1.85	0.92	3.09

TROPHY WINNERS

Class A

(250,000 man-hours or over)

Spencer Kellogg, Chicago. Leon Chevellet, Superintendent. Man-Hours Worked—261,583. Lost Time Accidents—1. Lost Time Days—2. Frequency Rate—3.82. Severity Rate .007

Class B

(100,000 to 249,999 Man-Hours)

Pillsbury Flour Mills, Clinton, Iowa. Henry Green, Superintendent. Man-Hours Worked—131,774. No Lost Time Accidents.

Class C

(60,000 to 99,999 Man-Hours)

Globe Elevator, Duluth, Minn. J. E. Carlson, Superintendent. Man-Hours Worked—93,892. No Lost Time Accidents.

Happy Mills, East St. Louis, Ill. E. G. Burdick, Superintendent. Man-Hours Worked—77,469. No Lost Time Accidents.

Uhlmann Grain Co. (Katy Elevator), Fort Worth, Texas. Tom Burris, Superintendent. Man-Hours Worked 77,244. No Lost Time Accidents.

Class D

(30,000 to 59,999 Man-Hours)

Omaha Elevator, Omaha, Nebr. Vincent Blum, Superintendent. Man-Hours worked—58,007. No Lost Time Accidents.

Uhlmann Grain Co. (Rock Island Elevator), Fort Worth, Texas. E. B. Goughnour, Superintendent. Man-Hours Worked—57,931. No Lost Time Accidents.

Quaker Oats Co., Akron, Ohio. Lewis Inks, Superintendent. Man-Hours Worked—47,918. No Lost Time Accidents.

Russell Miller Milling Co., Minneapolis. Blaine Sidders, Superintendent. Man-Hours Worked — 43,577. No Lost Time Accidents.

Uhlmann Grain Co., Kansas City, Mo. Guy W. Ferguson, Superintendent. Man-Hours Worked—41,300. No Lost Time Accidents.

Superior Elevator, Port Arthur, Ont. Frank J. McLean, Superintendent. Man-Hours Worked — 41,034. No Lost Time Accidents.

St. Anthony Elevator, Minneapolis. Herman Wilhelm,

ACCIDENT RECORD (Other Than Trophy Winners)

Code No.	Man Hours Worked	No. of Lost Time Accidents	No. of Lost Time Days	Frequency Rate	Severity Rate
CLASS A					
C-2	779,783	3	21	3.84	0.02
K-26	466,474	7	140	15.00	0.30
C-23	516,961	13	104	25.14	0.20
X-71	394,551	20	2771	50.18	7.02
CLASS B					
K-126	169,038	1	2	5.91	0.01
D-151	111,344	1	13	8.09	0.11
X-79	180,068	2	21	11.16	0.11
S-49	132,987	2	6	15.03	0.04
F-20	210,976	11	127	52.13	0.60
M-100	124,805	7	25	56.08	0.20
CLASS C					
X-122	78,647	1	1	12.71	0.01
D-3	85,659	2	17	23.34	0.19
X-119	66,625	3	140	45.02	2.10
X-99	67,077	7	6030	104.35	89.89
CLASS D					
C-156	59,873	1	6	16.70	0.10
C-159	47,844	1	2	20.90	0.04
K-128	43,477	1	66	23.00	1.51
X-141	38,963	1	1	28.25	0.02
X-148	30,745	1	1	32.52	0.03
B-149	47,889	2	49	41.76	1.02
X-123	41,440	2	40	48.40	0.96
K-27	56,775	3	44	52.83	0.77
CLASS E					
C-140	25,624	2	38	78.05	1.49
O-160	12,180	1	3	82.10	0.24
X-153	21,736	2	22	92.01	1.01
K-124	20,800	2	26	96.15	1.25
M-155	19,289	2	3	103.68	0.16

Superintendent. Man-Hours Worked — 39,485. No Lost Time Accidents.

Archer-Daniels-Midland Co. Council Bluffs, Iowa. C. F. Walker, Superintendent. Man-Hours Worked—36,383. No Lost Time Accidents.

Standard (Mo. Pac.) Elevator, Kansas City, Mo. George Duncan, Superintendent. Man-Hours Worked — 34,202. No Lost Time Accidents.

Rosenbaum Elevator, Omaha, Nebr. John Goetzinger, Superintendent. Man-Hours Worked — 33,123. No Lost Time Accidents.

Ralston Purina Co., Bloomington, Ill. Dunkin Welte, Superintendent. Man-Hours Worked—30,655. No Lost Time Accidents.

Class E

(Under 30,000 Man-Hours)

Terminal Elevator, Sioux City, Iowa. H. L. Heinrichson, Superintendent. Man-Hours Worked — 28,586 hours. No Lost-Time Accidents.

Pioneer Steel Elevator, Minneapolis. E. L. Dobbins, Superintendent. Man-Hours Worked—27,718. No Lost Time Accidents.

Star Elevator, Minneapolis. E. Carlson, Superintendent. Man-Hours Worked—27,692. No Lost Time Accidents.

Republic Elevator, Minneapolis. Herman Peterson, Superintendent. Man-Hours Worked — 26,950. No Lost Time Accidents.

Rice Grain Co., Toledo. M. M. Mattimore, Superintendent. Man-Hours Worked—26,000. No Lost Time Accidents.

Concrete Elevator, Minneapolis. C. Torkelson, Superin-

tendent. Man-Hours Worked—22,694. No Lost Time Accidents.

Monarch Elevator, Minneapolis. Floyd O. Steenson, Superintendent. Man-Hours Worked—17,899. No Lost Time Accidents.

Anheuser-Busch, Springfield, Mo. C. Wallace Clark, Superintendent. Man-Hours Worked — 15,178. No Lost Time Accidents.

Crescent Elevator, Minneapolis. Walfred Augustson, Superintendent. Man-Hours Worked—12,729. No Lost Time Accidents.

Evans Grain Co., Champaign, Ill. Felix Schwandner, Superintendent. Man-Hours Worked—11,955. No Lost Time Accidents.

Nebraska Consol. Mills, Omaha, Nebr. Donald Burke, Superintendent. Man-Hours Worked—10,210. No Lost Time Accidents.

Scoular-Bishop Co., Kansas City, Mo. Hugh King, Superintendent. Man-Hours Worked—9936. No Lost Time Accidents.

SAFETY CONTEST COMMENTS

"We are quite naturally proud of our safety record the past year but want to assure you that it's not merely 'happen-stance'. For the last several years, Frank Schultz has conducted a safety meeting at each one of our plants once a month and drilled safety-mindedness into the crews continually. Frank is also very active in the local Greater Minneapolis Safety Council, being Chairman of the Mill and Elevator Section. He is doing a splendid job on Safety and deserves a lot of credit."—P. H. Christensen, Vice-Pres., Van Dusen Harrington Co., Minneapolis.

"Needless to say, I am very happy about our safety record. Although we are a small operation and the odds are in favor of us, still it's nice to know that the fellows are on their toes and are doing what they can to make things safe."—E. B. Evans, Evans Grain Co., Champaign, Ill.

PLANT MAINTENANCE

Dear Editor:

The article on Plant Maintenance by C. C. Cagle in the February issue of GRAIN should be read by all elevator Supers.

I have worked in about a dozen elevators and mills and not one of them had a work or machine shop worthy of the name. A corner in the basement or some dusty corner in the elevator where a bench of sorts was set up.

Tools to work with? Never heard of them. A sledge, saw, hatchet and a couple of monkey wrenches was the usual equipment.

I have a basement hobby shop that would put most of the older elevator shops to shame. Good tools and a place to use them should be a must in any elevator or mill. Tools are cheap when measured in time saved and in better workmanship.

Tools taken out on a job should be returned to the workshop or tool room soon as the outside job is completed. When another job comes up, the tools are in place and there is no hunting for them.—Frank A. Peterson, Seattle, Wash.

GETTING ALONG WITH PEOPLE

1. Be yourself;
2. Avoid the appearance of being superior;
3. Avoid defensive positions;
4. Be a good listener;
5. Stand for something;
6. Allow the other man to preserve his good opinion of himself;
7. Establish a basis of mutual interests;
8. Be self-sufficient and self-reliant;
9. Be frank, open and honest;
10. Have courage enough to face problems and people without lies and deceit.



Aerial view showing Hotel Statler, Buffalo, SOGES convention headquarters on right. High building in center is Buffalo's City Hall. On left of square is Buffalo Athletic Club.

Beautiful BUFFALO Beckons

When the Society of Grain Elevator Superintendents assembles at the Hotel Statler in Buffalo for its 22nd annual meeting, April 18 to 21 it will be only the second time that the convention has been held in that city. The other meeting was in February, 1934, hence there's been an interval of 17 years.

During this period a considerable number of changes have naturally occurred. Some elevators have been torn down while many others have risen in their places and to provide additional storage.

Buffalo is now the first city in the country so far as milling capacity is concerned and the third in point of elevator storage capacity. In the latter respect it is exceeded only by Minneapolis and Kansas City although Chicago (in fourth place) is treading closely on Buffalo's heels.

The city at the foot of the Great

Lakes now has a total grain storage capacity of 53,808,000 bus. Most of the more than 30 large elevators are modern in construction and have up-to-the-minute equipment. SOGES members are noted for taking "busman's holidays" so there will be plenty of opportunity for them to visit and inspect some of these fine grain handling plants.

A large crowd is expected at this Back-to-Buffalo meeting and there will be plenty to do, and much to see, whenever the program sessions will permit.

Those who are visiting Buffalo for the first time or who've not been there since the 1934 meeting will probably like to know something about the city and its many attractions.

The first permanent white settlers came to the area now known as Buffalo (then called New Amster-

dam) in 1784. When the war of 1812 was declared, Buffalo was a community of log cabins with a population of 1500. It was not until the night of Dec. 30, 1813, that the village, although in the vicinity of some of the heaviest fighting, suffered destruction by enemy invasion.

On that night, soldiers accompanied by a band of hostile Indians, set fire to the village. A stiff wind fanned the flames and all but a few homes were destroyed. The settlement virtually rose from the ashes and on April 5, 1816, was incorporated as the Village of Buffalo.

The Pan-American Exposition in 1901 made Buffalo's resources known to the far corners of the world with the result that the city, within a decade, passed from an exclusively commercial city to become also a great industrial center.

Buffalo, in the heart of the world-

famous Niagara Region and at the gateway to Canada, is the hub of great industrial and commercial activity. The city presents a panorama of booming industrial enterprise and diversified achievement. The busy activity in its great harbor and railroad terminals at the crossroads of international commerce — the towering grain elevators — big steel plants — airplane manufacturers — food industries and scores of other diversified industrial and commercial activities provide a scene of American industry and commerce at its best.

Things To Do

There is always something interesting to see or do for visitors who come to Buffalo. Here the visitors are quickly caught by the city's typical spirit of lively fun and good fellowship. There are sports of every kind for the young and old—bathing at Crystal Beach and Beaver Park, boating and fishing in the lake and river. More than 100 night clubs and 64 theatres provide sparkling, lively entertainment the year 'round. Buffalo's 1,100 restaurants are noted for serving wholesome food at reasonable prices.

Many visitors make Buffalo their headquarters for side-trips to such

RESERVATIONS

When reserving rooms write to Richard J. Hewitt, Hotel Statler, Buffalo 2, N.Y. Be sure to state time of arrival. Rooms are held only until 6 p.m. unless otherwise specified.

famous places as Niagara Falls, the Chautauqua Assembly, Zoar Valley, Alleghany State Park, the historic Old Fort Niagara, Letchworth Park, and Watkins Glen, all of which can be visited in a day. Buffalo is the recognized starting point for thousands of motorists who annually visit Canada, which is linked to the city by the world-famous Peace Bridge spanning the Niagara River, and also a ferry service.

Buffalo's new Kleinhans Music Hall and Municipal Stadium have been acclaimed by those who have produced events in them as second to none in the nation. The main auditorium in the modernistically designed Music Hall seats 2800. Civic Stadium, costing \$2,000,000, has seated 44,000 for a big event. The big time events staged in these public structures and in Buffalo's \$3,000,000 Memorial Auditorium annually attract thousands of people to the city.

Buffalo is known far and wide for its natural beauties. With more than 400,000 city-owned trees on the city's 42 square miles, famous authors have referred to Buffalo as "The metropolis in a forest of trees." Wide tree-arched boulevards and drives link the city's 10 public parks which contain 3,000 acres of rolling greens, wooded glades and waterfront.

The outdoor park facilities include 10 swimming pools, 12 ice skating rinks, 23 baseball diamonds, 57 tennis courts, 4 municipal golf courses, 11 football fields, 2 soccer fields, 3 lawn bowling courts, 1 cricket field and 38 playgrounds. Buffalo has 6 town clubs, 4 boat clubs and 14 nearby country clubs. Its \$2,000,000 Zoo is located in 365-acre Delaware Park where there is a lake for boating in summer and skating in winter. The city abounds with public picnic grounds.

Cultural Traditions

The fine traditions of American culture are expressed by Buffalo's Historical Museum, Museum of Natural Sciences, Albright Art Gallery and other centers rich in culture values. The Albright Art Gallery is well known in international art circles for its collection of old masters and modern paintings and sculptures.

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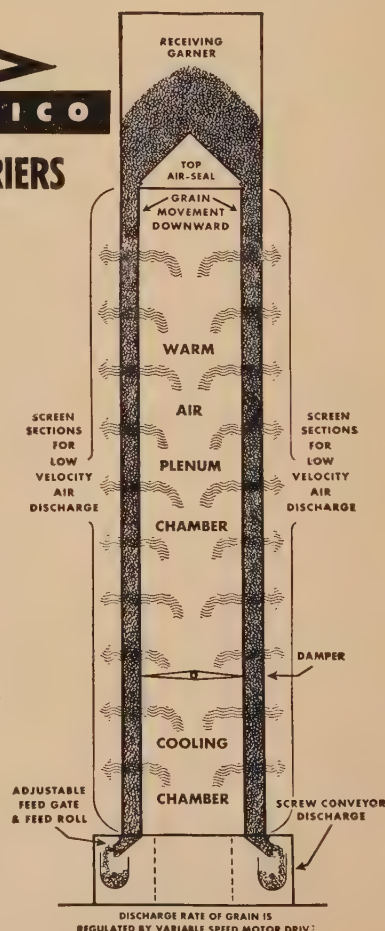


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Tremendous quantities of low-temperature air are forced through the slowly downward moving mass of grain to extract just the desired percentage of moisture. Fully automatic thermostatic control panels regulate heating and cooling.

Send today for full details, stating type of grain to be dried and approximate capacity. No obligation at any time.



End View Cross Section

It was the gift to the city in 1905 of the late John J. Albright, a Buffalo business man.

The stately Historical Museum served to house New York State exhibits at the Pan-American Exposition in Buffalo in 1901 and was later given to the Buffalo Historical Society, organized in 1862 with President Millard Fillmore as its first president. The \$1,000,000 Museum of Natural Sciences, built by the city in 1929, was the first museum in the world to demonstrate a new idea in museum practice whereby a complete running story of every branch of natural science is presented visually.

The most accessible city on the North American Continent, Buffalo is in the heart of an area which includes the greatest concentration of population. Most of the large cities in the United States and Canada are within a radius of 500 miles from Buffalo. These cities include New York, Chicago, Montreal, Toronto, Philadelphia, Washington, Baltimore, Boston, Pittsburgh, Detroit, Cleveland, Cincinnati, Richmond, and Milwaukee.

Heavily Populated Area

More than 65 million people — almost half of the population of the United States and nearly 70 percent of the population of Canada—live within Buffalo's 500-mile circle. Within this area are 54 of the 93 cities in the nation with populations of 100,000 or more, and 28 of the 50 largest cities. Buffalo is the hub of a mighty transportation network, with rail, air, bus, truck, water and highway. No other city in the United States, for instance, offers a location so central that residents of these leading cities may reach it overnight by rail transportation, most of them within two hours by air.

Variety of Transportation

This highly centralized location provides varied methods of economical passenger freight and express transportation to and from Buffalo, and makes it one of the most accessible cities on the North American Continent.

The following railroads which operate into Buffalo represent more than 19 per cent of the railroad mileage of the United States and Canada: New York Central, Pennsylvania, Erie, D., L. & W., Lehigh Valley, Baltimore & Ohio, Canadian National (Grand Trunk), Michigan Central, Wabash, Nickel Plate and Chesapeake & Ohio R. R.

A steady flow of American and Canadian visitors passes in and out of Buffalo. In a normal year it is estimated that more than 2 million persons visit the city either for business or pleasure. Great Lakes passenger steamers serving Buffalo

carry nearly 1 million passengers annually in and out of the city. Three of the great U. S. highways lead to Buffalo and connect with highways from every city in the U. S. and Canada with major cross-country bus lines operating on frequent schedules.

Air Center

Buffalonians are thoroughly air-minded, the city possessing one of the finest municipal airports in the nation. Buffalo is served by the main lines of the American, Capitol and Robinson Airlines, connecting with passenger and express air routes to all points on the globe.

PACIFIC COAST CHAPTER TO MEET

The next quarterly meeting of the Pacific Coast SOGES Chapter will be held at the Multnomah Hotel, Portland, on Saturday, March 10.

At 12 noon they will have a Dutch Treat luncheon after which the meeting will be resumed for further round table discussion of grain handling problems of mutual interest to all.

First Vice President George Watson of Crown Mills, Portland, who is in charge of the arrangements, says —“let's make this a big day for Pacific Coast Chapter.”

WIEDENMANN GRAIN TRAP PREVENTS GRAIN LOSSES!



Here's a good example of the careful planning that's engineered into all Wiedenmann Dust Control Systems. The above photograph shows a mound of whole grain saved from the dust bin by the Wiedenmann Grain Trap installed ahead of the exhaust fan in the air-stream piping. An installation, similar to this, saved one large Kansas City elevator over 2000 bushels (worth about \$4000) of grain in a single year. Instead of being lost in the dust bin, valuable grain was recovered for sale at its full market value. And by filtering heavy grains and miscellaneous particles out of the air stream, the Wiedenmann Grain Trap prevents costly damage to exhaust fan and steel housing. You actually save enough money in maintenance costs and recovered grain to pay for your Wiedenmann Dust Control System over a period of time.

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Send my FREE COPY of Wiedenmann's brochure on Dust Control Systems at once!

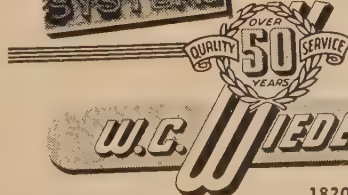
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WARD STANLEY
Kansas City, Mo.

THE PRESIDENT'S CORNER

EVERY so often opportunity knocks at everyone's door. In our days of stress and strain we may not be inclined to take the time to harken to the opportunities that beckon. We

tell ourselves "we're just too busy" to even listen, much less to do anything about what's offered us.

Perhaps habit is the biggest contributing factor to our reception of anything different or out of the ordinary routine of events. Very often it may be just as well that we concentrate on the immediate task at hand, yet discretion would indicate that when a BIG opportunity comes along it would be smart to devote more than passive thought before a decision is reached.

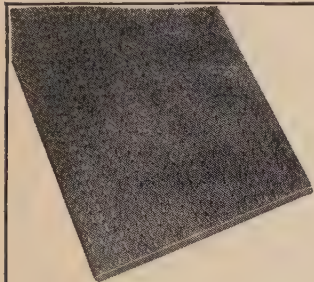
No large undertaking was ever brought down to the science of simplicity over night. Your job and my job were once a mass of nightmares. Through thought and persistent effort more and more of the headaches of the olden days were removed. There are plenty of them left in our respective posts, and new problems will continue to dim the old, but if the techniques are improved and the procedures streamlined with the passing of each new crop then we'll consistently be further along the path of perfection.

Taking the first step off the beaten path of our day-to-day routine is invariably the most difficult. Everyone is timid at first. Most folks have some degree of shyness, perhaps based upon habits formed because of the seclusiveness of their jobs. Others just don't want to do anything different from what they've always done before.

As an industry we owe it to our employers, to our crews, as well as to our families, to crawl out of our shells, throw off the shackles of habit, seize upon every superior opportunity, weigh all advantages, and come to the front for the best interests of all concerned. To remain dormant is to invite stagnation to set in — and no one would knowingly permit this.

For the past twenty-two years one organization that I now have the privilege of heading has devoted its life to helping in every way possible to make my job easier, safer, less hazardous, more efficient — and hence more profitable to my employers. I not only think such efforts are commendable, but I know from many years of experience that efforts thus expended have the happy faculty of snowballing in size and importance.

In the early days it took quite a bit of persuasion to convince me that I ought to go to my boss and tell him that I wanted to go to one of the technical conferences this group holds annually. I'm not too sure he was sold on the idea at first, either. But now he tells me to make my reservations long before I get around to doing it — and that's a healthy sign. Other bosses, many of whom have themselves attended these round-table, panel, symposium, and general program discussions invariably came away impressed by the seriousness of this conference — and I know your boss would, too, if you could only



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For lowest cost grain leg service

■ Users everywhere report lower costs on grain leg service when they use Imperial's Black Rexall Belts. These unusual service records are due to the special construction of this belting:

Base fabric is heavy 37½-ounce silver duck (finest obtainable), with tensile strength over 700 lb. per inch of width. The tight, dense weave resists pull-out of bucket bolts when a choke occurs. Imperial's special *Inner-locked* stitch positively prevents ply separation.

Special impregnation conditions Black Rexall Belting for grain leg service. The process waterproofs the belt, eliminates troublesome stretch, and reduces slippage. This belting *does not gather static electricity* and is not affected by vegetable oils that disintegrate some belts.

If you buy grain leg belts at lowest cost per bushel, rather than cost per belt, you'll want the facts and figures on Imperial's Black Rexall. Write for Data Sheet 48-2 and complete information.



ANOTHER NEW ELEVATOR using Imperial's Black Rexall Belting is the

Farm Bureau Cooperative Association's modern elevator in Columbus, Ohio.

Imperial

BELTING CO.

1756 S. Kilbourn Ave., Chicago 23, Ill.

ENGINEERED BELTING . . . THE RIGHT BELT FOR EACH JOB

persuade him to attend with you this year at Buffalo, the 22nd annual convention of the Society of Grain Elevator Superintendents, April 18-21, in the Hotel Statler.

Will you make your reservations today?

HONOR ROLL

SINCE the Buffalo Chapter saw John Mack's name on the top of the HONOR ROLL with nine new members to his credit since March, 1950 — the competition in Buffalo is really "hot." Jack Kitching just ordered a "flock" of application blanks, "Jersey" Halsted said "Send me some" and Jim Burns also wants a few.

It appears now as if it will be a tight race all the way down the home stretch. The leader can feel the hot breath of Lee McGlasson on his neck — determined to close the gap. The winner will receive a prize to be awarded at one of the convention sessions in Buffalo.

Why should not each member of the Society try to get his name on the Honor Roll before the convention?

John Mack, Buffalo	9
Lee McGlasson, Seattle	8
James Auld, Minneapolis	4
R. K. Krebbs, Kansas City	4
O. E. Christiansen, Seattle	3
John J. Kitching, Buffalo	3
Ralph Yantzi, Kansas City	3
Vincent Blum, Omaha	2
E. A. Christie, Cedar Rapids	2
Paul Christensen, Minneapolis	2
Charles Delzell, Kansas City	2
Felix Schwandner, Champaign, Ill.	2
Ward Stanley, Kansas City	2
Frank Walter, Rochester, N. Y.	2
Fred Adams, Chicago	1
Sid Cole, Chicago	1
Claude Darbe, Kansas City	1
J. W. Dickinson, Chicago	1
B. E. Friel, Kansas City	1
Wm. Gassler, Chicago	1
John Gullledge, Chicago	1
C. H. Halsted, Buffalo	1
Charles Harbin, Chicago	1
Richard Harfst, Chicago	1
Lewis Inks, Akron, Ohio	1
P. A. Kier, Toledo	1
Clifford MacIver, Minneapolis	1
Henry Onstad, Burlington, Wis.	1
Art Osgood, Minneapolis	1
Russell Paarlberg, Hammond, Ind.	1
E. J. Raether, Minneapolis	1
W. A. Tyler, Kankakee, Ill.	1
Wm. Weatherly, Galveston	1
Dale Wilson, Chicago	1
Charles Winters, New Orleans	1

Total69

CHICAGOANS ARE GUESTS OF ARCO BAG

Chicago Chapter SOGES February meeting was attended by 50 members who were the guests of Ben Linderman and Irwin Cohen of The Arco Bag Co. They inspected the bag company plant where are rejuvenated used bags, cleaning, mending and even reprinting. The gang then went on to the Ogden Huddle Restaurant where Ben and Irwin had made arrangements for refreshments and a steak dinner for all.

The meeting afterwards featured a safety talk by Steve Halac, Safety Director of the Glidden Company,

and a short talk by Charles Harbin of the Underwriters Grain Assn.

BYRD DEMANDS U. S. ECONOMY

Demanding cuts in Federal spending for non-war purposes, Sen. Byrd of Virginia said in a recent letter to the press that it is possible to "trim the present budget of the extra \$10 billion" recently asked.

Sen. Byrd declared that the present budget provides \$5.2 billion more for strictly non-war civilian expenditures than was needed in 1948. He believes these expenditures should be cut back to the 1948 level.

SAFER CAR UNLOADING

WITH *Stearns* POWER SHOVELS!

PATENTS PENDING

MAGNETIC CLUTCH CONTROLLED

For safe, fast and efficient unloading of grain, corn, soybeans and similar bulk materials from box cars, the perfect answer is the STEARNS Magnetic Clutch Controlled Power Shovel. A unique one-man shovel completely controlled by the man in the car, safer operations result — when the operator releases his pressure on the "dead-man" switch, the clutch disengages and the scoop stops. A second safety feature prevents accidents beyond the control of the operator — the scoop automatically stops when the safety stop trips the limit switch in the swivel sheave.

With the control in the hands of the operator, unloading time can be cut up to 30%. This means lower labor costs for more cars can be unloaded each day.

Descriptive literature available describing single and double units. Write for your copy today.

STOPS THIS!

AND THIS!

Stearns

MAGNETIC MANUFACTURING CO.

632 S. 28th St. Milwaukee 46, Wis.

Plant Maintenance Is a Paying Business

By C. C. CAGLE

(Concluded from February issue)

HOW much money is tied up in static storeroom stock throughout the country? This condition can be brought about by attempting quantity purchasing without benefit of records, retirement of certain pieces of

plant equipment with a large stock of replacement parts in the storeroom, or just plain foolhardy purchasing to beat a scarcity.

Either case is a foolish waste of effort and money, and could easily

be prevented with a properly administered comprehensive maintenance program and perpetual inventory system. No reputable automotive parts house would attempt to operate without a complete parts inventory and catalogue system as to location of part in stock room. Yet any number of our plants are doing a bigger business in replacement parts and materials than some of the thriving automotive parts houses without benefit of any form of inventory or catalogue system. By the same token, the banks of this country are noted for their accuracy in auditing and recording the transactions of their depositors and investors, yet a surprising number of the smaller banks handle a smaller amount of money each year than the maintenance departments of our larger plants and make money doing it.

I realize it is rather unusual to compare a banking organization with a maintenance organization; but it is certainly a comparison for good business management. Certainly our maintenance organizations are as responsible to their employers as the banks are to their patrons. If this be true, it is then just a matter of methods. Let us employ the methods, stop foolishly spending or wasting money and make maintenance a paying business.

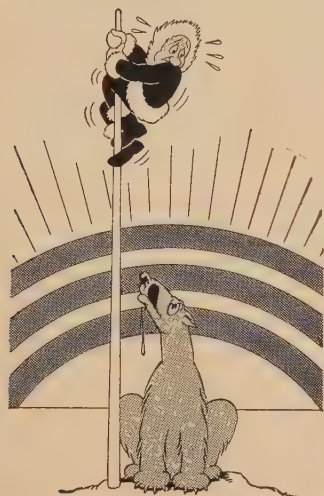
Another phase of maintenance records is the necessary controls to insure an adequate supply of company owned tools to enable the workmen to do their job efficiently and at the same time insure uniformity in use and safekeeping of these tools.

For a very small sum and a minimum of effort an effective tool checkout system can be established. I have had the privilege of establishing a tool checkout system for a group of company owned tools now valued at \$4000 to \$5000 and seeing it function very satisfactorily for a period of over three years. During that time not so much as a \$5.00 item was lost.

The first step toward an effective checkout system is the designation of a particular individual to be responsible for issuing and receiving the tools. Second, you must have a uniform system of issuing tools to everyone in the department and, in some cases, the entire plant.

The individual designated to check out tools may be the storeroom man, if you have one, the maintenance foreman or head mechanic, or any person in your organization who could handle the job most effectively. Above all else, this individual must be impressed with the importance of uniformity in the procedure, the importance of having every tool in its designated place at the end of a shift or work day, and the importance of keeping every piece of equipment in good working conditions.

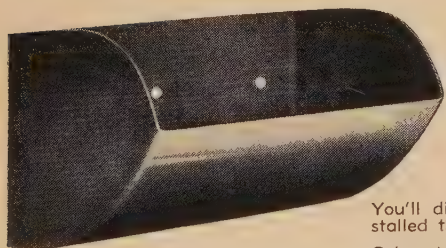
A suggested method for maintain-



THE Only PLACE YOU Won't FIND THE CALUMET CUP

... is where they have no earthly use for an elevator bucket of **any kind.**

But pack your bag and travel to any spot on the face of the globe where grain is grown and stored, and you'll find the popular choice is the world famed



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No. 1,944,932

CALUMET SUPER CAPACITY ELEVATOR CUP

You'll discover that more Calumet Cups have been installed than any other make on the market.

Calumet did not win the overwhelming preference of elevator operators everywhere because it is a trim, streamlined good-looker. It became and will remain the prime favorite because of its proven superiority... its super capacity and efficiency... its unbeatable economy.

"IT'S THE Curve THAT Counts"

The patented Logarithmic Curve design of the Calumet has never been successfully imitated. The performance of the Calumet has never been duplicated.

Yes, it's "The Curve That Counts" ... and counts big in smoother, more economical operation... in increased profits.

Ask Your Jobber

Or write for descriptive literature and capacity data.



GIVE YOU TOP QUALITY VALUE

If you want enduring, properly constructed complete elevator legs, heads, boots and elevator legging... screw conveyor troughs... bins and sheet metal work to specifications... buy Biwelco.

The Biwelco seal on any metal product assures you of the best possible buy.

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37 Years Of Service To The Grain Trade

ing uniformity in procedure is to issue each person a certain number of round metal tags as a medium of exchange for tools. These tags should be approximately 1" in diameter and of approximately 20 gauge metal. A 1/8" hole should be provided near the periphery to facilitate hanging the tag on a peg. Each tag should bear a number and a given number be assigned to an individual. A record should be kept showing which number has been assigned and to whom it was assigned.

Every tool to be checked out should be stamped with an assigned number or code, preferably with a series of numbers to designate a certain type of equipment. A tool board may then be provided with a number of pegs or brads evenly spaced and protruding approximately 1/4". The tool numbers may then be stamped next to the brads, each brad being assigned a particular tool number.

In this way if a tool is checked out the checkout tag is hung on the brad carrying the tool number. If the tool is not returned at the proper time a quick check of records will tell which tool is out and who checked it out. In many cases it may be advisable to stamp the serial number of the tool near the peg also. Never permit one person to use another person's tag to procure tools. Never allow tools to be kept out over the designated time except in cases of emergency.

All too often you will hear the story "I have it locked in my tool box because I'm going to use it first thing in the morning", or "I'm afraid someone else will check it out first." If you start making exceptions for cases like this your procedure has already broken down. If you do not have enough tools to fill the normal needs of the department with a reasonable safety factor, buy more. A good tool checkout system will pay its own way in preventing the loss of tools from theft and carelessness.

Above all else, once the personnel has become accustomed to a good supply of tools in good condition to do their job easier and faster, they will start helping devise other uses for the proper tools to expedite a job.

Lubrication and Inspection

Without a doubt the shortest and yet by far the most accurate answer to the question — What is preventive maintenance? — is lubrication and inspection. What is lubrication? I like to say it is the prescribed preventive, an ounce of which is worth a pound of cure. It is also the first line of maintenance.

What is an oiler? He is the eyes, the ears, and the backbone of the maintenance department. A high degree of skill and integrity are his prerequisites. The classification, oiler, as applied throughout the industry

is a most gross misrepresentation. The people who fill this classification in most cases are not oilers, they are squirters. This is no fault of the squirters. In most cases they are loyal conscientious employees. Neither is it my fault that I am not a doctor. But of a certainty no one has ever called me one.

First of all an oiler should be a first class mechanic, and I do not mean in classification only. Then by all means he should be a lubrication engineer. But then we cannot hope for a Utopia with the state of conditions as they are at present. It is true, one could take a lubrication engineer with exceptional mechanical

ability, give him six years of intensive training in processing maintenance, then give him a lubrication cart, a good inspection procedure and \$10,000 per year salary and save money.

Perhaps this is a little far fetched at present so let's compromise with the first class mechanic and give him the basic fundamentals of the theory of lubrication. Let us also give him the mechanics of a sound inspections program to be executed in connection with his lubrication work. This man should never be required to do work other than lubrication.

Lubrication is a broad term and involves many things other than just putting oil and grease in the bear-

Still THE Only MOISTURE TESTER THAT

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- Gives accurate, direct moisture percentage readings instantly on kiln dried and blended grain.
- Automatically indicates temperature of sample, eliminating the need of a separate temperature test.
- Operates by electricity, yet requires no electric outlets or batteries.

Yes, the sensational



UNIVERSAL MOISTURE TESTER

is **still** the **only** moisture tester that gives you these advanced and highly desirable features.

Remember, too, the Universal is consistently accurate, thoroughly dependable and unrivalled for speed and simplicity of operation.

Guaranteed

**For
3 YEARS**

*No
maintenance
expense!*

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ings. It involves the routine cleaning of bearings and equipment adjacent to the bearing. It means the scheduled flushing and cleaning of the inside of bearings, and the pouring and replacing of defective bearings. It consists of maintaining lineshafting, chains, belts, etc., in proper alignment and proper tension to prevent undue wear and tear on bearings and equipment.

Above all he should be responsible for reporting any irregularities in equipment operation to the maintenance head, on the proper forms, so preventive maintenance steps may be taken. This man should also carry the top wage scale in the plant to

discourage jumping from one job to another.

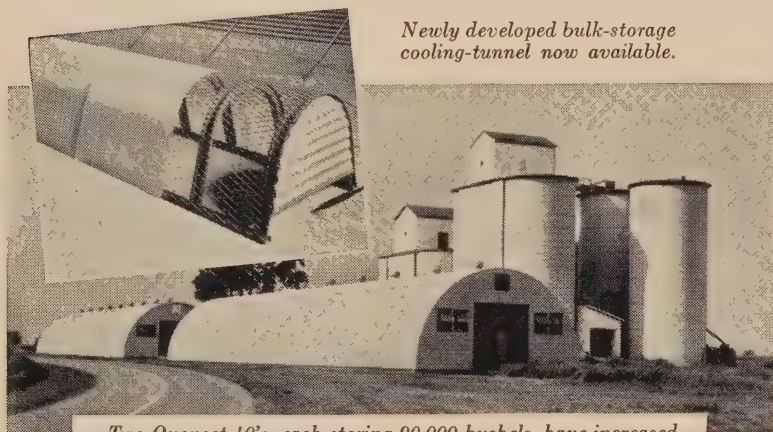
This is necessary due to the fact that a man cannot learn the idiosyncracies or even the location of all the points of lubrication in a large mill in less than two to three years. I like to think of a preventive maintenance program conducted only on the basis of work sheets submitted to the department head by the oiler inspector.

As for the lubricant to be used, there are a number of lubricants prepared by a number of different oil companies for most every application. The only practical way to arrive at the type of lubricant to be used is to request a complete lubrication

survey of your entire plant from one or more of the major companies.

A competent lubrication engineer will be assigned to your plant to make a survey. If his survey is accepted follow it to a letter. It is surprising how the psychological effect of color or smell will make a lubricant no good to people who know absolutely nothing about lubricants. A good lubrication engineer in many cases can reduce your power bill a surprising amount by the application of the proper lubricant to reduce friction.

By all means insist on a minimum number of lubricants to avoid confusion and simplify training of personnel.—From an address at an AOM District Meeting.



Newly developed bulk-storage cooling-tunnel now available.

Two Quonset 40's, each storing 90,000 bushels, have increased volume and profits for Silver Brothers of Myra Station, Ill.

MAKE BIGGER PROFITS IN '51! EXPAND STORAGE SPACE—ECONOMICALLY— WITH STRAN-STEEL QUONSETS

Food reserves for the emergency make it necessary to double grain storage again this year. You can help—and increase your profits, too—by expanding your bulk storage facilities with Stran-Steel Quonsets. More than 250 commercial elevator operators in 28 states now use Quonset horizontal elevator buildings . . . find them extremely satisfactory as multi-purpose storage units. They are versatile—can be used for other purposes when not being used for grain.

Steel-clad Quonsets suitable for elevator operations are available in sizes to store from 10,000 to 100,000 bushels safely and economically.

All-steel Quonsets are ideal for grain storage. They're weather-proof, vermin-proof, rot-proof and fire-resistant. They're economical, readily obtainable, quick to erect. See your nearest Quonset dealer today, or write us for more information.



GREAT LAKES STEEL CORPORATION
Stran-Steel Division

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NATIONAL STEEL CORPORATION



BUFFALO CONVENTION COMMITTEES

Chapter President C. H. (Jersey) Halsted, elevator superintendent for General Mills, announces the following committee appointments:

General Convention Chairman John Mack; Convention Vice-Chairmen Henry Bowman and Earl Hoople; Convention Secretary James Burns, and Convention Treasurer Jack Kitching.

Reception Committee: Chairman James Burns; Charles Hoffman; Fred Borel; Ralph LaDucca; Roy Zimmerman; William Mackay; Arthur Stearns; Vincent Corbett, and Nathan Cohen.

Registration Committee: Chairman Roy Zimmerman; Robert Carpenter; Charles Hoffman; John Corry; Fred Pierce; Robert Seamon, and Henry Bowman.

Exhibits and Decorations Committee: Chairman Jack Kitching; Ray Wagner, Howard Gunnison; Walter Smith; Leon Morrissey and Frank Walter.

Program Committee: Chairman Roderick MacRae; Clarence Goetz; Cornelius Halsted; Jack Kitching, Ray Wagner; John Corry; Roy Zimmerman; Art Leard, and Vern Freay.

Publicity Committee: Chairman James Burns; Cornelius Halsted; Vincent Corbett; John Corry; Art Leard; Sidney Ross; Clarence Goetz; John Schliar, and Frank Borel.

Banquet and Entertainment Committee: Chairman Cornelius Halsted; Co-chairman Roderick MacRae; Clarence Goetz; Howard Gunnison, Edwin Anderson; Edward Lynch; Frank Borel; Robert Seamon, and Art Leard.

Transportation Committee: Chairman Henry Bowman; John Lease; Charles Hoffman; Earl Hoople; Art Krotz; Robert Carpenter; James Cryan; Ted Musser, and Robert Wagner.

Associates Committee: Chairman John Schliar; Art Weiss; Frank Borel; Sidney Ross; Ralph LaDucca; Vincent Corbett; S. E. Collins; James Cryan;

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ENGINEERS AND ERECTORS OF MATERIALS HANDLING EQUIPMENT,
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CHICAGO (8) ILLINOIS

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Edwin Anderson; John Corry; Ben Klingensmith; Frank Walter, and Art Leard.

Finance Committee: Chairman Jack Kitching; Clarence Goetz; Charles Hoffman; Earl Hoople; John Mack; Roy Zimmerman; Ralph Seamon; Henry Bowman; James Burns; Roderick MacRae; C. H. (Jersey) Halsted; Ted Musser, and Robert Carpenter.

Ladies Committee: Chairmen Earl Hoople and wife; John Mack and wife; Henry Bowman and wife; Clarence Goetz and wife; Albert Krotz and wife; John Schliar and wife; John Corry and wife, and Cornelius Halsted and wife.

MINNEAPOLIS NOTES

By Carl Thomer

These notes are written just when the temperature hit 28° below (official) in Minneapolis, and what didn't the mail bring but a card from Mabel and Cliff MacIver who were sunning themselves in Florida. Hurry back, Cliff! We like to share this "invigorating" Minnesota climate with some of our sunburned brethren.

Speaking of low temperatures, how would you boys from the more temperate zones like to run a grain terminal when, first, many of your boys can't get their cars started; you begin the morning with a skeleton crew; machinery creaks and groans when you attempt to start it; leg belts are frozen to the head pulleys; bearings so stiff it's amazing that shafts don't snap right off (they sometimes do); and when you want to use your car pullers, it hurts you to send your men to drag the cable out along the tracks, and if anyone should touch the car puller hook or cable with his bare hands, the skin will come off as if it were burned.

Your millwrights certainly deserve their share of credit, too. Breakdowns are frequent in this type of weather and repairs have to be made under the most adverse conditions. And have you ever been in a colder place than a grain elevator in winter? Yes, we are thinking of you boys in Duluth and Superior too — bless you!

Those of you who missed the last meeting at Freddie's shouldn't have. Everybody got into the act. Cliff MacIver was the moderator who outlined a series of questions — whether truck dumps at terminals will or will not aid in bringing in grain when boxcars are short in supply.

The Vic Champlins were up here to spend Christmas with their kin-

folk and friends, and on New Year's Day celebrated their Golden Wedding anniversary with open house at the Shrine Club on Park Avenue. The accompanying picture shows the



Vic Champlin watching Mrs. Champlin cut big cake. Yes, she's a southpaw!

Champlins cutting the wedding cake and no doubt reflecting upon their many happy years together. For being just all 'round fine folks, those two cannot be beat.

It is now about 3 to 4 years since we had that rash of elevator fires that destroyed the Atlantic, "C" and

Union elevators, all within a period of about a year. The reason this column reminds its readers of that fateful and costly year is that the Underwriters Grain Assn. is sponsoring a series of plant demonstrations in fire prevention, and its success or failure depends directly upon the grain elevator superintendent and his willingness to co-operate.

C. E. Harbin, Manager of the Underwriters Grain Assn., has already propositioned our own Charley Johnson, chief of the Minneapolis Fire Prevention Bureau, to line up men from his department to give plant demonstrations or talks, whichever may be required. So now, boys, won't you please make arrangements to have such plant demonstrations and follow through? Contact either Bob Ranney or Charley Johnson, and you'll be under way.

Maynard Losie of Calumet Elevator has come home from the hospital but needs a little more rest before returning to his office.

These items are being sent too late to report much about the Ladies Night party of the Minneapolis Chapter. However, we can report that it was a great success in every way. There were 130 present at the event held Saturday night, Feb. 10 in the Junior Ballroom of the Nicollet Hotel.

Fire and Dust Proof Removable Section

ELEVATORS

ELEVATOR CASINGS

SPIRAL CONVEYORS AND BOXES

SPOUTING AND BLOW-PIPING

THE "MILWAUKEE" CYCLONE DUST COLLECTOR
COMPLETE ELEVATING AND CONVEYING SYSTEMS

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**THE FACT STILL
REMAINS
THAT
SUPERIOR ELEVATOR
CUPS**

**ARE
MADE STRONGER
WILL
LAST LONGER
HAVE
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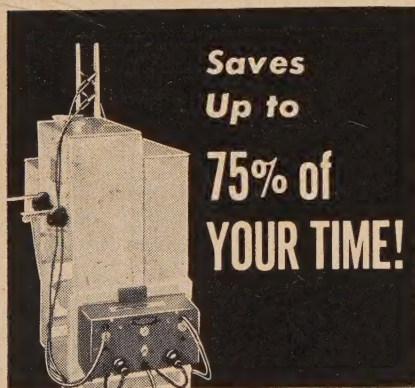
and will operate more efficiently
at less cost than other elevator cups.

**"DP" - "OK"
"CC" - "V"**

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MOLINE, ILLINOIS**

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**Saves
Up to
75% of
YOUR TIME!**

Yes, the new, All-Electric Cut-off Control for the Brown-Duvel Moisture Tester saves as much as 75% of your time. Further, it makes the Brown-Duvel Tester faster, easier to operate and more accurate. You can stop worrying about inaccuracies from underheating or thermometer breakage from overheating. Just plug this All-Electric Cut-off into any wall plug—no batteries needed. It can be hooked up in a jiffy to any Brown-Duvel Tester.

Price—2 compartment tester \$69.90

All Types of Testers

You can obtain the Brown-Duvel Tester that meets your exact needs from Seedburo, largest supplier to the seed and grain trade in America. The precision-built Brown-Duvel is available in two, four or six-compartment units, with or without an automatic shut-off. . . . Send for prices today.

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BETTER BRUSHES FOR EVERY USE!

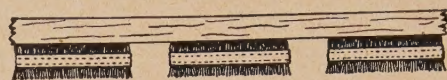


STAR

Warehouse Push Broom

This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

Quality Separator Brushes



We can furnish highest quality separator brushes for any machine.

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FURTHER INFORMATION**

FLOUR CITY BRUSH COMPANY MINNEAPOLIS 15, MINN.

HEINRIKSON UNDERGOES OPERATION

H. L. (Roy) Henrikson, Supt., Terminal Grain Corp., Sioux City, was recently operated upon for appendicitis. Unfortunately he had a difficult time, because his appendix burst and peritonitis had set in.

METCALF CHANGES

Reorganization of John S. Metcalf Co., designers and builders of grain elevators, Chicago, is announced. E. H. Grothe is now president, succeeding the late G. Frank Butt. Name of the concern has been changed to Metcalf Engineering & Construction Co. Headquarters remain at 105 S. LaSalle St.

VDH PROMOTIONS

New superintendent of the Monarch Elevator, Minneapolis, owned by Van Dusen Harrington Co. is Art Paulson. He is a veteran of 22 yrs. with the company and was formerly assistant superintendent of the St. Anthony Elevator.

Floyd Steenson who was superintendent of the Monarch Elevator has been made superintendent of the Republic Elevator.

PURINA PURCHASES MERIT MILLS

Merit Mills, Inc., with major operations at Oklahoma City, Okla. and Amarillo, Texas, and smaller plants at Muskogee and Sayre, Okla., has been purchased by Ralston Purina Co. It is planned to operate the Merit Mills manufacturing Merit Feeds as well as Purina Chows. Under this plan, the present Merit personnel and dealer organization will be retained.

A LETTER FROM WILBER

Recovering in the Macon County Hospital, Decatur, Ill. from a severe back operation, Harold Wilber, Elev. Supt., A. E. Staley Mfg. Co. writes to Dean Clark, Publisher of GRAIN as follows:

"You were a great friend in time of trouble and today is my first attempt to start what will

eventually be a long list of notes of appreciation.

"Lying flat on my back, looking through bifocals and over remaining stomach is a little unhandy. I do stand short periods but sit down rarely.

"According to general contractor (surgeon) and resident engineer (family physician) — reconstruction is on schedule and hope to get into operation in April. Just for something to shoot for—will ask Hotel Statler for reservations for April meeting. More I would not ask.

"Several visitors have been here but so far I've not been allowed to see them."

Books Received

INDUSTRIAL DUST CONTROL THROUGH EXHAUST SYSTEMS

By W. O. Vedder. Digest size—5 x 7 1/4 inches. 50 pages. Spiral binding. Published by the Pangborn Corporation, Hagerstown, Md. Distributed free to interested readers of this Journal.

Detailed selection, operation, and maintenance data for the plant engineer responsible for dust control is contained in this little treatise. Liberally illustrated with 15 photographs and 10 line drawings, the book has three major sections, (1) Exhaust Hoods and Piping Systems, (2) Dust Collecting Equipment, and (3) Exhausters and Drives.

Introductory chapters list six basic methods of accomplishing dust control; give seven reasons why improperly planned dust collection installations do not fully perform their function; tell why experienced engineering skill should be applied to the dust collection problem; and analyzes with text and line drawings the three basic elements of dust control exhaust systems.

To make the book specifically helpful to the individual reader, a detached problem sheet is included on which the reader can enter data particular to his case. Compilation of this data expedites the work of the

dust control engineer when working out system details.

HANDBOOK OF HUMAN ENGINEERING DATA FOR DESIGN ENGINEERS

Prepared by Tufts College Institute for Applied Experimental Psychology, under contract to the Navy's Special Devices Center. Distributed by Office of Technical Services, U.S. Dept. of Commerce. 370 pages. Loose leaf, fabrikoid binding. Price \$5.00.

This book has a broader field than the design engineers alone. It has useful material for all who deal with inter-actions between men and machines. It took 3 years and the co-operative efforts of a large number of people to assemble and edit the material included. For a while it was restricted to use by the Navy but now all secrecy curbs have been removed and it is available for general industry. Perhaps its greatest usefulness is the accurate gauging of human limitations. It is often assumed that men can learn to do anything but there are practical limits to human performance and sensitivity which this work tries to determine. There are considerable useful data contained in its eight parts and 22 chapters plus appendix. An extensive bibliography included will also prove helpful.

DRYING DAMP GRAIN AT LAKEHEAD

Bad harvest weather in the prairie provinces of Canada last Fall has been keeping the elevators at Fort William and Port Arthur busy all winter in drying operations. An average of 200,000 bus. of damp grain daily has passed through the driers. Some of the grain contained as much as 23% moisture.

Early in January, grain-trade officials estimated 18,000,000 bus. of tough and damp grain and had been delivered to Port Arthur and Fort William. They said country elevators had 4,400,000 bus. more and that some 11,000,000 bushels probably would be sold by farmers by March 31.

Some elevators have been drying around-the-clock since October. This is almost unprecedented.—G. T.

IN THE HOPPER

"It was this way, Judge," the defendant explained. "I was in a phone booth talking to my girl, and this guy wants to use the phone. So he opens the door, grabs me by the collar and pulls me out."

"So you got angry and hit him?"

"Well, I got angry, but I didn't get real mad and hit him till he

grabbed my girl and threw her out, too!"

Under the impression she recognized her husband, a lady in a suburban train suddenly left her seat and from behind put her arms around a man sitting several seats ahead. Naturally she was greatly embarrassed when the man turned around and she saw that he was a perfect stranger.

"Pardon me", she tried to explain, "but you see, your head behind looks exactly like my husband's behind."

Psychiatrist: "Now, tell me about this dream you had."

Feminine Patient: "Well, I dreamed

I was walking down the street with nothing on but a hat."

"And you were embarrassed?"

"Yes, I was. It was last year's hat."

Wife: Who was that dame you were talking to?

Husband: Just a woman I met professionally.

Wife: Yes, but whose profession—yours or hers?

Cocktail: Ice cube with an alcohol rub.

Legend: A lie that has attained dignity with age.

If: The middle 50% of LIFE.



NEW

PACAL HAMMER CLUSTERS

INCREASE YOUR HAMMERMILL EFFICIENCY

4ways

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- ✓ No Need to Regroup Hammers
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